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AIMS OF REGIONAL BOARD ANNOUNCED

A letter received last week from the public relations section of the American Railway Association by the Apple Growers Association outlines purposes of the northwest regional board, which will be organized the latter part of this month in Portland. The letter in part follows:

"This letter will serve as a preliminary announcement of the purpose of the carriers and the car service division of the American Railway Association, to establish the offices of a district manager on the north Pacific coast and to establish a regional shippers' advisory board to the American Railway Association, similar to other organizations which have set up throughout other territories of the United States.

"H. J. Arnett, new resident car service agent of the car service division at Denver, Colo., and a man who has had exceptional experience on individual railroads and with the American Railway Association in different parts of the country, has been appointed district manager for the north Pacific coast, and he can be reached after August 1 at both Portland and Seattle and will have offices for the time being in both places. Until definite announcement of offices has been made, he can be reached care of A. W. Cooper, Secretary Western Pine Manufacturers Association, Portland, Or., or Seattle Chamber of Commerce, Seattle, Wa. The jurisdiction of his territory will be the state of Washington, Oregon, except that portion of the Southern Pacific lines—Ashland and south and Kirk south, and the pan handle of Idaho, north of the C. M. & St. P. railroad. After further consideration on the part of shippers and carriers, it may be determined to slightly rearrange his jurisdiction.

"A regional advisory board to be organized will serve the same territory as may be finally allocated to the district manager. The regional boards are made up of representatives of agriculture and industry and represent an effort on the part of individual carriers, acting collectively, and the American Railway Association, to build up the most intelligent public opinion obtainable on transportation, car supply, and related problems of distribution. They also represent an effort to crystallize the interests of shippers and carriers in given territories where industrial and transportation conditions are in common toward the enhancement and betterment of the economic welfare of each particular district. Eleven regional boards have thus far been organized, covering as many operating regions and the total membership of the boards and their standing committees exceeds 8,000.

"The process of organization is substantially as follows:

"A. The establishment of an organization committee of 15, selected from the different phases of industry and agriculture of the district. The personnel of this committee should be those of high standing in the business and traffic phases of commercial life, those who hold public confidence in the conduct of their business activities.

"B. The organization committee to meet and tentatively draw up the 'rules of procedure', and nominate the personnel of the board officers, members at large, and the chairman and vice chairman of standing commodity committees.

"C. The above being accomplished, invitations are issued for a general organization meeting where every form of business and shipping life of the territory is requested to be present. This conference approves or qualifies the work of the organization committee and the regional board is thus established by public acclamation of all interests in the district.

"Speaking strictly to the functions of the car service division, the regional boards are asked to assist us along the following lines:

"1. To form a common meeting ground between shippers, local railroads and the carriers as a whole, as represented by the car service division of the American Railway Association, for the better mutual understanding of local and general transportation requirements, to analyze transportation needs in its territory and to assist in anticipating car requirements.

"2. To study production, markets, distribution and trade channels of the commodities produced in its territory, with a view to effecting improvements in trade practices as related to transportation, and to promoting a more even distribution of commodities, where practicable.

"3. To promote car and operating efficiency in connection with maximum loading, and in the prompt and proper handling of cars by shippers and railroads, thus discouraging a waste of transportation facilities for the mutual interest and advantage of both.

"4. To secure a proper understanding by the railroads of the transportation needs of the shippers, that their regulations may be adjusted to fit shippers' requirements, and to secure understanding by shippers and their cooperation in carrying out necessary rules governing car handling and car distribution, in order to avoid discrimination as between shippers and insure the economical handling of equipment.

"5. To acquaint shippers and railroads in each section of the country with the requirements in this section, in order to promote intelligent cooperation in the handling of equipment between the different districts of the country.

"To settle informally car supply and transportation difficulties which may arise in this territory between shippers and carriers which are not promptly and currently adjusted by direct negotiation.

"7. To give the shipping public a direct voice in the activities of the car service division of the American Railway Association, through the officers of this board and the local district manager of the car service division in all matters of mutual concern.

"This preliminary statement should, of course, be addressed to all interests in the northwest, but in lieu of an immediate determination thereof I am asking that you give this matter your thoughtful consideration and acquaint your memberships and other organizations with what is proposed.

"The district manager will reach the north coast about August 1, and will immediately communicate with you. In the meantime a meeting will be held next Tuesday, July 28, at St. Paul, between representatives of the operating, traffic and executive departments of the Great Northern, Northern Pacific, Union Pacific, Milwaukee and St. Paul railroads, together with the district manager and officers of the car service division from Washington. This meeting will

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